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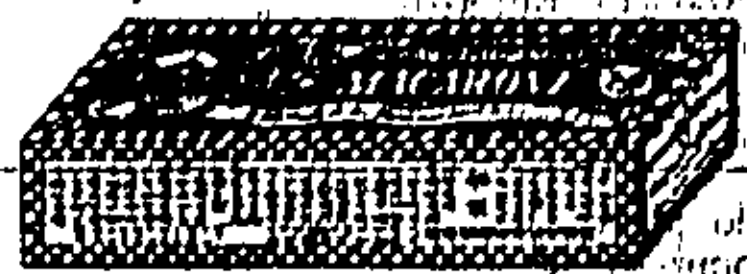
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THE WAR TORN DISTRICTS OF FRANCE

A PATHETIC APPEAL

[TO THE EDITOR OF THE HONGKONG DAILY PRESS.]

SIR, May I ask for space in your columns to appeal to Hongkong, to whose generosity in war causes I can personally testify—for help to our stricken Allies in the war-devastated districts of France. If they were not left only with eyes to weep with, they had not much else, for their houses remain mere piles of stones and rubbish, their once fruitful fields are laid waste, their fruit trees have been murdered in cold blood, their wells have been choked with filth and even corpses, while their inhabitants have suffered every form of human misery.

While working with the French Red Cross in 1915-16 and 17, I saw much of this ruin and sorrow, and can never cease to be grateful to this Colony for the help they sent, through me, to our brave, uncomplaining Allies in response to a letter in which I did not even ask for aid. I can never tell you how far-reaching this help was, for certainly half of it was of the moral kind engendered by sympathy. The need of assistance is at least as great now as it was then, and the sooner it is given the sooner can the people resume their own industries and carry on without help. He gives twice who gives quickly.

Very many societies in France, England, and America have taken up this work of re-establishing the ruined districts of Northern France, and these organisations have been co-ordinated under the Ministry of Reconstruction of the French Government. But I am only asking for aid for two particular districts, whose restoration has been undertaken by my own friends, and in parts where, to my personal knowledge, it is so sorely needed.

The part near Noyon and Compiègne is badly looked after by the Fund for French War-devastated villages, of which ex-President Taft is president, and to which society I belong. This is my own particular part, as the French Government allowed me to visit it shortly after the German evacuation in 1917. We did a good deal of work there before the enemy re-occupied it in 1918, but much of this effort was lost, for the Huns systematically destroyed everything they had time for, in order to prevent the resumption of our hundreds of kilometres, by the one undamaged house, church, or school, left standing, and there was scarcely an agricultural implement or a cooking utensil left in the district.

The other part for which I ask Hongkong's help is near Arras, where the work of restoration has been undertaken by Madame Lysion, the wife of the well-known French poet, playwright, and journalist (he is now editor of what was M. Clemenceau's paper). Madame Lysion turned her house in Paris into a hospital, and there over 1,400 soldiers, many of whom came from this part of France, I am sending you an appeal which I received from her lately, as it tells more eloquently than I can of these poor people's needs. As I knew many of these men and some of their families while they were in Paris in the hospital, I feel a special interest in their cause.

It has been suggested that a bazaar should be held—perhaps in December—in order to raise funds for these two organisations, and His Excellency the Governor has generously offered the use of Government House for the purpose. I am asking that all France's Allies in the Colony, especially the Chinese, American, Portuguese, and Japanese, who have already so vitally helped in the war, will join us in this work of sympathy and restoration.—Yours, etc.,

HARRIET OSGOOD TAYLOR.
Hongkong, 21st October, 1919.

[ENCLOSURE.]

PARIS, le 26 Avril, 1919.
DEAR MRS. TAYLOR.—I have just returned home from a visit to a few of the devastated villages of the Somme, and as the relief of the ruined families of my soldiers forms now, and is more and more bound to form, an important part of my work, I wish to tell you about it.

On leaving Paris I at once found myself surrounded at the station by refugees. It was too early for my train and I sat in their midst for a couple of hours. My heart has always ached for refugees. They have something so humble and apologetic in their demeanour. Alas! they have so often been unwelcome guests; so few people have really understood their distress, their utter bewilderment, their pain at having had to leave their homes, abandoning everything they owned and that made up their lives. They have been mostly so brave and uncomplaining, yet their suffering has been intense, and it has always seemed to them that no one has really understood it, or sympathised as they should. "Que voulez-vous, Madame," they say sadly, "ceux qui n'y sont pas passés ne comprennent pas!"

Ever since the beginning of the war one has seen these sad droves fleeing before the enemy. Now was seeing them in a new light—these brave souls were going home again. They have long since learned to wait for interminable hours at the station, sitting on their impossible parcels—all their riches: Old baskets mended with string and wire, potato bags bulging out on all sides with pots and pans, linen and shoes, their clothes and bed covers. They had come from distant regions of France, and had already travelled one or more days. They sit silent yet longing for sympathy. At the least worst their apparent apathy disappears and they quiver into life again, and, taking possession of you, they pour out their tale—y is all so vital to them that they can think of nothing else. One look of interest, and they seem to clutch on to you, so I soon

found myself in the tender mercies of two dear old women. One was an old maid of 77, who confided to me that she had seven skirts on her slim individual; as it was easier to carry them that way! The other was an old grandmother of 75 who had had eleven children, and worked hard all her life, but a beautiful light came into her face every time she spoke of her past happiness. She was returning to a ruined village near Albert, with these two women, as with all refugees, it was the same tale. Evacuated once, twice, even three times, according to the fluctuations of the battles, sent here and there, living in strange places, in discomfort and unhappiness, often among an astonished population quite overpowered by the crush of this panting human herd ever running their small towns and far away villages.

And yet they testified that they had never lacked any of the necessities of life. It made me think of the words of Christ, that man does not live by bread alone, he needs Love even more, does he not, to really live. After Amiens, the neighbourhood began shell holes, barbed wire entanglements, trenches and dugouts, then graves. Some solitary ones, indicated by tiny crosses, nestled low along the line. Here and there whole new cemeteries had sprung up.

As we passed by familiar districts, the refugees would pop up and down from the water. "Oh mon Dieu! Est-ce que le village de X...?" "Ah, chère, regardez, depuis la maison de Monsieur X..." Mais c'est qu'il ne reste rien! Yet there was a glow of exultation on their faces as they told they were nearing home. At stations, or on the train, they would meet friends or acquaintances from neighbouring villages, and would ask for news of each and all. "On rentre," they would exclaim triumphantly. "Thomas, est-il rentré?" "Qui, depuis huit jours, et Delphine aussi!" "Il ne reste plus grand chose, vous savez il y a une à travailler." "Eh bien, tant pis, on le fera le travail!" A sort of joyousness would come over them after another "On rentre," though it be to ruins. "Qui, on rentre!"

Now let me tell you something of the lives of these brave people who have gone home. To me they seem a new sort of pioneer, more intrepid by far than any pioneer of old settling out in a new country, as of yore in America. The task before them is stupendous. It will take years and years of work to arrive at even an approximate result, yet they undertake the task resolutely.

Their houses are in ruins, the country about them is still the upturn, battel-feld, its trenches, its munitions, lying loose, its graves, guns and bayonets still lie just as they fell from some soldier's hand, and spades and pickaxes, too rusty now for use. All the disorder, all the destruction, all the waste of war! The trees stand out against the sky mere unwhitened skeletons. No imagination can picture such utter ruin and desolation. It does not look like our plane.

Then graves—graves at every turn, of soldiers of every nationality, French, English, German, all recognised in death! The graves sometimes give a name, sometimes not. Dimensions, hand grenades and fuses, make every step across country dangerous; every step a deadly peril. It is impossible to imagine the formidable work of leveling once more the soil and getting it fit to be ploughed.

Of the 13 villages I saw, few have any houses left standing, none are intact. If a mere shelter remains, the owners are allowed to live in it. Sometimes it is a cellar, sometimes a two rooms with floors upturned, no windows, of course, and plentiful holes and cracks in the walls, through which the wind and rain enter pitilessly. These they patch up with much ingenuity: oiled paper takes the place of glass; the holes are stopped up with anything that comes to hand. They start clearing up their gardens, full of the debris of the ruined houses. Sometimes they had new and sacred owners of the soil that cannot be dislodged—soldiers have been buried there. Unexploded shells I have said, make the upturning of the soil very dangerous, and they must work very cautiously. Then the ruined houses crumble totally, all of a sudden, continuing another danger.

Not a stick of furniture remains in these houses, so when the inhabitants first go back they sleep on the ground. Later they make beds out of old boards with wire drawn across, and contrive most ingeniously to arrange a home, but their destination is still a home, but their destination is still a home, but their destination is still a home.

Only this powerful love could make such an effort possible. They cling to the very lot of earth as though some deep, invisible, held them there, where they were born, lived and suffered; they feel they can be happy nowhere else.

These are the ones who have borne the war. Should we not help them? We can, just to get them started again? We must be able to do for them as we are nothing but help some of them to get to work to more.

The French Government does, all it can. France is poor, now, financially ruined, but the war indemnities will be given later (who will give them back their tears?) St. Elizabeth of Hungary put it. Just to figure up the cost of the contents of a simple home! And now the price of everything has increased tenfold, moreover, four quality, in spite of the very high prices. There is also a shortage of working tools, so that labour can demand any price. I would like you to understand the attitude of the task and the difficulties of execution. Facing it, it is hard not to be hopeless despair to seize one. The remedy is to get ready to work and simply and speedily all one can, and merely this will be a blessing and a to many.

It is ambition is to succeed at least my own for convalescence (that have now reached number of 1,400) and their families.

It is wonderful how much now comes as a little help will bring them, as a supply, a piece of clothing, some tools. Vegetable seeds I give out actively just now, and these are received with enthusiasm.

the village of one of my soldiers, a year back from Germany, cooking utensils were so scarce that one pot or pan had five or six families. One family ate the meal hastily, and passes the pan to the next. "Ah, Madame," explaining poor fellow, "si vous saviez quelle chose il faut quand les gosses ont faim!"

One of my soldiers, a widower, whom I visited in his ruined farm at Provart, is living in his cellar with his little 12-year-old son. The child was at Provart (left with same aged parent, since dead, while his father was fighting) when it was evacuated in March 1918 at the time of the great German drive and the battle of the Somme. The child fled with the rest of the pitiful herd German planes flying low fired with machine guns on the refugees, killing and wounding many. In their haste, all parcels had to be left by the roadside. The child, however, escaped and reached Paris safely. The father was on leave in my home, so we took the boy in also. Then, as Paris was being shelled at the time, when the father returned to the front I put the little fellow out in safety in the country. So we were already friends. The poor souls could not believe their eyes when they saw me standing in the midst of their ruins. They just looked at me. "Ah, wraiment, Madame, on ne s'attendait pas à vous voir ici!" The girl, Madame, on a fait de ma belle forme! Ah, ces salles Boches! He had left his home a well-to-do man, with cattle, horses, field implements, everything that belonged to a prosperous farm, and now he is living in his cellar, a deep and dark and damp place, where no fire can be made. They have built up—'invented,' I feel almost tempted to say—a bed, but they hope gradually to patch up two of the rooms of the farm house that can be made habitable, and move up there. But for that the father needs a man to help him—for the child is still too young to do much—and some materials, such as plaster, bar paper, milk, etc. I am helping him to get these things, for he must hasten, the time to plant and sow being now here.

I could tell you many other similar tales of hardships, all equally sad, all bitterly borne. For instance, of the poor woman whose two little boys died of cold during the evacuation. She is home again now with her little daughter, but the house is very sad, and will never be the same again.

The remembrance of a tiny green-faced baby of seven months—about the size of a normal baby of three months—haunts me; he was being fed on bread and tapioca, milk being scarce. Condensed milk will save many infants' lives.

One pathetic couple of pioneers I know is that of a poor old man with his blind boy of 16, who were among the first to return to their home. As I talked to the father, the boy hungrily devoured a big stick of chocolate I had given him. His sightless eyes were turned on me as I held his beautiful slender hand in mine. I questioned the father as to what the boy would do to help. "Oh, pas grand chose, ma pauvre dame, tout ce qu'il sait faire c'est de pousser. Si je lui dis 'pousse', il pousse, mais je ne peut rien lui faire porter, car il est nerveux, il laisse tout tomber!"

Then a woman with her husband and her eldest son, both soldiers, had her last baby born in a cellar while she was flying from the Germans. She had to come and she could no longer advance. Some woman, before whose house she passed, opened her door to her, and hid her mercifully. She had to press one and abandon her. "Ah, Madame," she would say, "J'ai pleuré nuit et jour pendant trois semaines! Et les Boches venaient me regarder par le spirail, et je me blottissais tout contre le mur avec mon petit, et j'ai essayé chaque fois qu'ils allaient nous tuer, car on nous avait dit que les Boches tuaient les femmes et les petits enfants!" Now soldier father and sick soldier son are both home again. The little cellar-born boy is strong and well, but the mother is exhausted by all her suffering, and much must be done to build up her health, if she ever finds health again.

I will conclude with a case that I think will appeal to your heart. It is that of a little fellow of 10, who picked up, some three years ago in the fields, near Hazebrouck, a small shining article that he thought was a whistle. His parents told me that this had been dropped, as other similar objects, from enemy aeroplanes. The children of the neighbourhood had picked them up, thinking that they were toys, and many accidents had thus occurred. This child was very seriously wounded in the chest and face; one eye was torn out, and his left hand so badly mangled that it had to be amputated immediately. Inflammation in the eye socket, has necessitated several operations, to save the other eye, and after each operation the little chap would confide to his father. "You know, father, I can't see yet!" And no one has ever had the courage to destroy the child's hope that some day his sight will return. We have just supplied him with a good apparatus, hand and back, and every contrivance, so that he can learn to work and be independent. He is now very happy in the thought that he will henceforth be able to help his mother, who is very poor.

These are merely a few snapshots of the huge vision of desolation. I wonder if you in Hongkong, so many thousands of miles away, can realise what a tremendous disaster it all is. For people here in France, only a few miles away, can hardly do so. I appeal to you on behalf of my brave soldiers, and their families, no less deserving, who are now lying heavily on my heart, for I have seen with my own eyes what it all is, and can speak knowingly. The war is not over for them as it is for us; a new, stern warfare against material difficulties has begun, dull, colourless, exciting little pity. It was relatively easy to give, even to the point of positive sacrifice, during the war, when all the Allies were supported by the dramatic of the fight. Now we fall back among the ruins, and to build up the country again will require as much energy and work as it took to win the war. These people must face years of hardship and sacrifice, and they do it, with superb spirit. But there is no excitement about it now—no glowing colours. I know that the charity of your friends in Hongkong, who have already been generous to French hospitals, is not emotional, and can bear the test of the fading of that vivid glow. Shall we not keep on helping all we can, and thus prove to those who have lost all in the war, as to our own selves, that "Charity never faileth"?—Yours very sincerely,

(Signed) LUCAS LOTSON.

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DON'T FORGET THAT

EDGAR WARWICK'S
NEW
REVUSICAL-COMEDY
COMPANY

VANITY FAIR

OPENS SATURDAY NEXT

at 9.15 p.m.

FOR SIX NIGHTS ONLY

AT THE

THEATRE ROYAL.

NEW FROCKING STAGING

and REPERTOIRE.

Plans for the Entire Season at MOUTRIE'S.

[1361]

DAIRY FARM NEWS

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FILLET HADDOCK

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WISEMAN, LTD.

DINNER DANCE

on

Saturday, Oct. 25th, 1919.

DINNER... .. \$1.00

DANCE... .. \$1.00

Anyone entering the Dancing Room whether they wish to dance or not, MUST purchase a dance ticket.

Tables for DINNER may be booked. Our dancing room may be hired for private Dances, Masonic Banquets, Evening parties or any other Social Function. Apply to the Manager for terms.

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AMERICAN & ORIENTAL LINE.

S.S. "NANERIC"

will leave for NEW YORK via Panama Canal on OCTOBER 28th.

For freight apply to—

THE BANK LINE, LTD.

General Agents.

[1334]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MINERIE" having arrived, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after October 17th, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before October 24th, 1919, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on October 16th, 9 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by THE BANK LINE LIMITED, General Agents.

Hongkong, October 16th, 1919. [1372]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF FLORENCE" having arrived, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd October will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th October, 1919, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on 21st October, at 9 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, October 13th, 1919. [1333]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"FOOKSANG" having arrived from above ports, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Oct. 23rd, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, October 18th, 1919. [1388]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"CARDIGANSHIRE" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Oct. 26th, 1919, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 26th, 1919, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, October 21st, 1919. [1423]

NOTICE TO CONSIGNEES.

BRITISH INDIA S.N. CO. (APCAR LINE).

"GREGORY APCAR."

Arrived Hongkong on Oct. 21st, 1919, FROM CALCUTTA, RANGOON AND STRAITS.

Consignees of Cargo by the above steamer are hereby informed that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at which each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 5 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All Claims must be presented hereafter which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, October 21st, 1919. [1421]

CRIMINAL SESSIONS.

(BEFORE HIS HONOUR THE CHIEF JUSTICE.

(SIR WILLIAM REES-DAVIES, K.C.))

ROBBERY WITH VIOLENCE.

Chan Ting was indicted for robbery with violence in Kowloon Tong village on the night of August 27th.

The Acting Attorney-General (the Hon. Mr. H. E. Pollock, K.C.) prosecuted.

The following jury was empanelled:—Messrs. W. Anderson, F. Hobbs, R. L. Bingham, C. F. de Carvalho, F. W. Moore, B. M. Castro, and J. S. da Costa.

The Attorney-General said the prisoner was charged on three counts, all in respect of a robbery which took place on the night of August 27th, when three of the female inmates of a house were robbed of their property.

There was no doubt that the prisoner was one of the robbers, because he was well-known to the inmates of the house, having worked there as a carpenter only about ten days previously.

Besides, he showed that he was familiar with the place because, of the 23 houses in the village, the house he robbed was one of the three which had a hole in the roof.

The witnesses would say the prisoner was one of the robbers and that he held a revolver at them. Another point against the prisoner was that a pawn-ticket was found on him showing that he had pawned a \$5 gold-piece, which one of the women in the house claimed as her property.

The pawn-broker could not identify the prisoner, but that was not strange because the prisoner might have sent someone else to pawn the coin, while it had to be remembered that the pawnbroker usually saw so many Chinese in one day that he could not very well be expected to remember all of them.

At the Police-station, when charged with the offence, the prisoner made a statement to the effect that he had been called to the village "to make money" by another friend. The friend climbed on to the roof and went inside, and he (prisoner), feeling afraid, ran away.

The jury brought in a unanimous verdict of "Guilty," and the prisoner was sentenced to five years' hard labour and ten strokes with the "cat."

A KIDNAPPING CASE.

Cheung Fung, was indicted for kidnapping a Chinese girl ten years of age.

The Attorney-General said that, at about 8 a.m., on August 24th, the complainant, a little girl of 10 years of age, went to the Central Market and was accosted by the accused, who finally took her to Tin Loong, in the New Territories, where she was sold for \$50.

The intended purchaser made enquiries from the girl, and, having heard her story, informed the Police, and prisoner was subsequently arrested.

The prisoner stated that she did not know the child had been kidnapped. She was promised \$5 commission if she found a purchaser for the girl. She would ask His Lordship to excuse her this time, and she would not commit the offence again.

God bless His Lordship if he excused her this time.

The jury found the accused "Guilty."

The Attorney-General then informed His Lordship that the accused had been sentenced to two years' imprisonment by Mr. Justice Melbourne, for a like offence, last Monday.

His Lordship, deferred sentence until this morning, in order to consult Mr. Justice Melbourne.

JURORS.

The jurors in waiting yesterday morning were dismissed until Monday morning, but those jurors who were called up for the case which was adjourned, until this morning are expected to attend Court to-day.

ALLEGED DEMANDING MONEY BY MENACES.

At the Magistrate's, yesterday, a Chinese was charged with demanding \$40 from a woman by menaces.

Defendant and complainant's husband were partners in a lottery scheme, but the partnership was dissolved owing to some financial difficulties. Defendant, however, continued to visit his partner's house and borrow money from him.

One night, which the husband was away from home, defendant threatened to assault complainant unless she gave him \$40. She promised to let him have the money next day if he called. The defendant agreed, and, on making his appearance next day, was met by the Police and arrested.

Mr. Lindsell remanded the case till to-day.

Whaling Corporations in Canada propose to utilize seaplanes in their industry.

"HIGH-HAND" D PROCEEDINGS.

CHINESE LADY ARRESTED FOR BUYING WOOD BELIEVED TO BE STOLEN.

At the Magistrate's, yesterday, the wife of one of the directors of the Wing On Co., was charged with being in unlawful possession of 330 catties of firewood.

Mr. H. L. Denny, for the defendant, stated that a man came to his client's house and asked her if she wished to purchase firewood. Like all other people, she purchased the wood without thinking it necessary to question the man as to how he came by it.

A warrant was issued and she was arrested. It was a very high-handed proceeding, indeed, on the part of the Police. He did not think the Police would arrest a lady up the Peak in such circumstances. It was merely a question of a summons. As it was, they had very great difficulty in even getting bail.

At this stage it was discovered that the name on the warrant was not that of defendant, and Mr. Denny expressed himself as surprised that his client should have been arrested.

Mr. Lindsell replied that he had nothing to do with the matter. The defendant answered the charge and he had to hear the case. There was nothing irregular in his department.

Mr. Denny: There is. Where is the reasonable suspicion that the wood has been stolen?

Mr. Lindsell: The nature of the wood, it is not the ordinary firewood.

Mr. Denny: I do not think you can assume that all wood is stolen.

Mr. Lindsell: I think it is on you to prove that it is not stolen wood.

Mr. Denny: I bought it and paid \$2.65, which is not an unreasonable price.

Inspector Macdonald stated that it was the Forestry Department who had brought the action. They had received information that there was a quantity of stolen wood in the house. He was satisfied that the lady was the wife of the director of the Wing On Co.

Mr. Lindsell told the lady that she ought to be more careful in future about buying wood from strangers, and discharged her.

SALE OF A WIFE AGED THIRTEEN.

HUSBAND CHARGED WITH FALSE PRETENCES.

At the Magistrate's, yesterday, a Chinese youth was charged with obtaining \$100 by false pretences.

Mr. S. B. McElderry, of the Chinese Secretariat, prosecuted.

Defendant: My mother sold the girl.

Mr. McElderry stated that a Chinese from a brothel would say that defendant's mother brought the girl to the brothel and offered her for sale. As no one wanted to purchase her this man said he knew of a person who would buy her and arrangements were then made for the sale of the girl.

Defendant, his mother, and the "go-between," who had disappeared, went to the door of the house, and there defendant left them. The girl was sold for \$100, and a month later defendant went to the house and claimed her as his wife.

She had previously been represented as an unmarried girl. The Police theory was that defendant had accompanied the others to the door of the house in order to be able to identify it later for his own purposes.

A man from the brothel gave evidence to the effect that he recognised defendant as the man who had accompanied the girl to the door of the house.

The wife stated that she was married to defendant when she was four years of age, and had lived with him since a year ago. Her husband was an earth cooler, and she assisted him by breaking stones.

One day he and his mother told her that, as she was unable to work and support herself, they intended to sell her. Her husband accompanied her sister and her mother-in-law to the door of the house of the man who subsequently bought her.

In reply to her husband, witness stated that he never went to Taipei for work on the day she was sold. It was her husband who suggested selling her.

Complainant stated that he purchased the girl as a wife for his nephew. A month after the transaction defendant visited the house, accompanied by a Chinese detective, and claimed the girl as his wife. Witness objected, and they all went to the Yau-mat Police-station.

The case was remanded till to-day.

A DUTCH STOWAWAY.

SEARCHING FOR EMPLOYMENT.

W. Erkelenz, a Dutchman, was charged at the Magistrate's, yesterday, with stowing away on the *Gregory Apcar* from Singapore to this port.

Defendant admitted the offence, stating that he went to Singapore from Java as he did not like the latter place. He tried to get employment in Singapore and, not succeeding, applied to the Dutch Consul to be sent away. The Consul, however, refused to have anything to do with him, and, therefore, he stowed away.

Mr. Lindsell: Why did you come to Hongkong?

Defendant: To search for employment as a steward.

Sergeant Aris stated that the local Dutch Consul had promised to send defendant away after he had been dealt with by the Magistrate. The Consul was not willing to pay any fine which might be imposed.

Mr. Lindsell: He has apparently committed other offences by coming here; he is without a passport for one thing.

Sergeant Aris: He was formerly a cook on the *Orel*. He left the vessel at Singapore and got stranded there. The *Orel* is here, but I do not know if he can get any employment.

Mr. Lindsell fined defendant \$50, with the alternative of 4 weeks' hard labour.

"A HOTBED OF GAMBLING." SHANKIWAN'S REPUTATION.

At the Magistrate's, yesterday, twenty-two Chinese were charged with gambling in a house at Shaukiwan.

Sergeant Shannon stated that at 7.40 p.m. on Tuesday night he and Inspector Watt, with a party of Chinese detectives, surrounded the house. Witness went in and saw about thirty persons gambling.

When the gamblers observed the Police they ran in all directions, upsetting tables and chairs in their efforts to escape. A special place, brilliantly illuminated with electric lights had been erected for gambling. Witness picked up \$1.88.

Some of the defendants stated that they entered the house to get out of the rain; others that they went to collect debts; while one man said he went in to remind his friends about next morning's work. All were dock-labourers.

Mr. Lindsell: Shaukiwan seems to be rather a hot-bed of gambling these days.

Inspector Watt: Yes, gambling is carried on extensively. The people go to the length of employing watchmen.

Mr. Lindsell: \$5, or 10 days' imprisonment, each man.

DECEASED BROTHER'S DEBTS.

IS THE SURVIVING BROTHER RESPONSIBLE?

At the Magistrate's, yesterday, a building foreman was summoned for assault.

Mr. C. F. Mason prosecuted.

Complainant stated that on the night of October 16th, he went to defendant's place, to arrange about some work. Defendant informed him that his (complainant's) younger brother, who was dead, owed him money, and he wanted witness to pay it. Witness replied that he did not see any reason why he should pay the money, whereupon defendant threw him on the ground and hit him with a stool. Complainant did not retaliate because he was not a strong man.

Defendant denied the assault. He complained that some work had not been satisfactorily done by the complainant, who then assaulted him.

Mr. Smith (to complainant): Are you willing to pay your deceased brother's debts?

Complainant: I do not see why I should.

Mr. Smith bound both parties over in bonds of \$50 each to keep the peace for six months.

AEROPLANE BEATS CABLE.

With reference to the direct non-stop flight from London to Madrid made by a Napier engine Alliance aeroplane on 31st July, an interesting point has been brought to notice. The flight itself was accomplished in 77 hours, whereas the cable announcing the arrival of the aeroplane at Madrid did not reach the Napier Co.'s office in London until 154 hours after its despatch. The fact that the cable took nearly twice as long as the aeroplane to cover the distance gives some idea of the possibilities of the aeroplane for commercial use.

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CREAMED FINNAN HADDIE au GRATIN

35c. and 65c. per tin.

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30c. and 55c. per tin.

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GOLF HOSE, SOCKS & SHIRTS

IN PURE WOOL

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FELT, STRAW, VELOUR AND TWEED.

INSPECTION INVITED

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer
"RHESUS"

are hereby notified that the Cargo will be discharged into the Godown where will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after Oct. 23rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after Oct. 28th, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before Nov. 1st, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 22nd, 1919. [144]

LOST.

NEAR Hongkong Hotel, Gold Horse-shoe BANGLE. Finder rewarded, if necessary, on return to—
HONGKONG HOTEL. [1415]

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that the Branch Office of the LIVERPOOL AND LONDON & GLOBE INSURANCE COMPANY, LIMITED, will, on and after the 27th October, be transferred to St. George's Building (Second Floor) Chater Road, Hongkong.

Telephone No. 200—P. O. Box 451.
RIGBY H. F. KEWLEY,
Acting Local Manager.
Hongkong, October 21st, 1919. [1414]

TRY JAPANESE CHOW.

Sukiyaki Torinabe Chiri Yosenabe
Tenfura Kakimehi
Just the season and best cooking
HOTEL CHITOSE
1st Class H. Tel.
No. 6, Hau Fung Lane.
1397

WANTED.

FAMILY travelling to Europe in January will require NURSE to take care of 3 Children. First class passage paid and salary for services.
Apply—Box No. 1416
Care of "Daily Press" Office. [1416]

WANTED.

SECOND ENGINEER for British Steamer "SHIMAN"
Apply—GERMINAL CIGAR STORE,
18, Nathan Road, Kowloon. [1411]

WANTED.

FURNISHED HOUSE on the Peak, Five or Six Rooms for twelve months or longer.
Apply to—W. L. B.,
Care of "Daily Press" Office. [1408]

TO LET.

VACANT PLOT of Land at Yau-ma-tei.
Apply to—THE HONGKONG LAND RECLAMATION CO., LTD. [1417]

TO LET.

VACANT PLOT of Land, 1/2 acre.
Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [1395]

TO LET.

SHOP in Nathan Road, Kowloon.
Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Building. [1418]

FOR SALE.

"MOUNT GOUGH" No. 131, THE PEAK. 6-Roomed House with Large Garden.
Apply—LOXLEY & CO.,
York Buildings. [1255]

WAI KEE

FLAG AND RAILMAKER.
No. 122, Des Vaux Road Central, Top Floor.
HONGKONG.
Telephone No. 1833 [126]

INTIMATIONS

ROYAL HONGKONG YACHT CLUB.

THE OPENING CRUISE of the above Club will take place on SATURDAY, OCTOBER 25th, at the Club House, North Point.

The attendance of Members and friends is requested from 3 P.M. onwards.
R. E. MACDOUGALL,
Hon. Secretary.
Hongkong, October 18th, 1919. [1401]

ROYAL HONGKONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held at the Club House, North Point, on WEDNESDAY, NOVEMBER 6th, 1919, at 5.45 P.M., for the purpose of considering the Resolutions passed at an Extraordinary General Meeting held on October 10th, 1919.

A Launch for the convenience of Members will leave Queen's Statue Wharf at 5.15 P.M.

By Order,
R. E. MACDOUGALL,
Hon. Secretary.
Hongkong, October 21st, 1919. [149]

HONGKONG Jockey CLUB.

NOTICE.

MEMBERS are reminded of the HALF-YEARLY MEETING called for on SATURDAY, NOVEMBER 1st, at 12.30 P.M. at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

G. W. GEGG,
Acting Clerk of the Course.
Hongkong, October 17th, 1919. [1403]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the Hongkong Hotel on the 24th day of NOVEMBER, 1919, at Noon, when the proposed resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of October, 1919, will be submitted for confirmation as a Special Resolution.

"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 21st day of October, 1919.
JOHN D. HUMPHREYS & SON,
General Managers. [1420]

G. R.

NOTICE.

ALL Persons, with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, September 22nd, 1919. [140]

BEAUTIFY YOUR HOME

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Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS.

TERMS MODERATE.

Special Arrangement for Families on Application to—

J. H. OXBERRY,
Proprietor. [141]

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15, MORRISON-HING ROAD.

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BY ORDER OF THE OWNERS.

PUBLIC AUCTION.

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VERY VALUABLE BUILDING SITE

Situate at KOWLOON POINT, TSIMTSATSUI.

WITH LARGE FRONTAGE ON KIMBERLEY ROAD, KOWLOON.

RIPE FOR IMMEDIATE DEVELOPMENT.

To be sold by PUBLIC AUCTION, on THURSDAY,

The 30th day of October, 1919, at 12 o'clock Noon.

by Mr. GEO. P. LAMMERT

at his Auction Room in Duddell Street.

The Property consists of:—

All that piece or parcel of ground situate at Kowloon in the Colony of Hongkong and registered in the Land Office as THE REMAINING PORTION OF KOWLOON INLAND LOT NO. 1184.

This Property is situate in a very desirable position ready for immediate building purposes.

Particulars and Conditions of Sale may be obtained from,

Messrs DEACON, LOOKER, DEACON & HASTON,

1, Des Vaux Road Central, Hongkong.

Or from Mr. GEO. P. LAMMERT, The Auctioneer. [1392]

PUBLIC AUCTION

BY ORDER OF THE MORTGAGEES

MR. GEO. P. LAMMERT has received instructions to sell by Public Auction.

On FRIDAY,

the 31st day of October, 1919, at 2 o'clock in the afternoon at his Sale Room in Duddell Street, Victoria Hongkong.

The Steamship "ASIA"

1061 tons now lying in Kowloon Bay in the Harbour of Hongkong together with all the furniture, Store equipment and appurtenances now on board.

IN ONE LOT

This ship is a Chinese ship, registered in Canton and is constructed of steel. She has the following dimensions namely, Length 242 feet, Breadth 32 feet 6 inches, and Depth 18 feet, 9 inches, and her speed is about 10 knots.

For further particulars and conditions of Sale and for orders for inspections of the vessel please apply to—

Messrs. KUNG YUES,

123, Wing Lok Street,

Messrs. DEACON, LOOKER, DEACON & HASTON,

1, Des Vaux Road Central, Hongkong.

Or to Mr. GEO. P. LAMMERT, The Auctioneer. [1393]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2322.

FAVOURER with instructions from The Concerned,

will sell by Public Auction, TO-DAY (THURSDAY), October 23rd, 1919, at 2.15 P.M.,

at his Sales Room.

HOUSEHOLD FURNITURE AND EFFECTS:

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Table, Bookcases, Arm-chairs, Curio, Crochery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboards, Napkins, Tablecloths, Hat-stands and a long line of Sundries.

Also

1 Thoroughbred Japanese Dog.

Terms—Cash on Delivery.

Hongkong, October 18th, 1919.

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2322.

FAVOURER with instructions from The Concerned,

will sell by Public Auction, on SATURDAY, October 26th, 1919, at 2.30 P.M.,

at his Sales Room, Queen's Road Central (Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE

Comprising:—

Chesterfield Couch and Arm Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Rugs, Dressing Room, Suite, Sofa, Easy Chair, Drawing Room, Extension Dining Table, Occasional Table, Extension Dining Table, Battered Mirror, Wardrobe, Pictures, Curtains, Bed Sheets, Crochery, Glassware, Ornaments, Cabinet, Teak Bookcase, Dinner Wagon, Dining Chairs, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric boards and a long line of Sundries.

Also

1 Player Piano.

Consignment will be liquidated.

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Hongkong, October 19th, 1919.

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The Daily Press.

HONGKONG, OCTOBER 23RD, 1919.

GREAT BRITAIN AND HER MUSIC.

[CONTINUED.]

HAD anyone outside England been asked twenty years ago his opinion of English music, he would have answered very simply—"English Music! I did not know there was any." He would not have been quite accurate or fair, but, as most English people shared this opinion, he could hardly be blamed for holding it. Gradually, however, there started vague rumours that a certain ELGAR, an Englishman, was writing interesting and original music. Some people, more curious, or less prejudiced than the rest, began to make enquiries, and, to their great astonishment, discovered that England could boast quite a number of serious composers, of whom the younger men—a particularly encouraging and significant sign—possessed the most striking and original talent. Such was, more or less, the situation in 1914, when the war put an end to aesthetic curiosity for the time being. Now, however, when Europe is preparing to resume her intellectual and artistic life, it may be interesting to consider for a moment the question of English or, to be strictly accurate, British music.

Historically, British music is most important. Not only can it show a pedigree of unrivalled length, but it can boast of a school of composers who commanded in their day the unquestioned admiration of all Europe. Indeed, the madrigalists of the time of QUEEN ELIZABETH and the great Church composers of this and succeeding reigns are well known to musical students in every country, but, unfortunately, the ordinary lover of music is entirely ignorant of them. Yet MONTEVERDI, BYRD, HOWLAND, TALLIS, GIBSONS (and there are a dozen more scarcely inferior) rank certainly next to, and perhaps with, the greatest names in musical history. The greatest figure in British musical history is, of course, PURCELL. He flourished in the late 17th century and

has always been recognised as one of the truly great composers of the world. Had he been a German, there is little doubt that his music would be familiar to everybody even to-day; but British *kultur* has never known how to advertise its heroes properly, with the consequence that to the ordinary lover of music PURCELL is a vague name in history rather than a living musical reality. After the death of PURCELL, British music, enchanted by the successive spells of Handel and Mendelssohn, went to sleep for a couple of centuries.

It was not till the middle of the Nineteenth century that there awoke again a serious national school of composition. This was due, in the main, to the talents and example of HUBERT PARRY, a typically English gentleman, whose music rises at times to great heights. Seconded by a brilliant and very talented Irishman, CHARLES STANFORD, PARRY undoubtedly laid the foundation of the modern British group, of which ELGAR is the acknowledged master, and in which a great number of younger composers display varied and, in many cases, remarkable talents. The word genius has been freely applied to ELGAR, perhaps with justice; but there can be no question, at any rate, that his music is very personal and interesting. His "Falstaff," "Enigma" Variations, and "Dream of Gerontius" would do honour to the most exclusive concert programme in any country. His idiom, without being startling, is decidedly his own, and his orchestral technique is as evident as his sincerity. But, speaking generally, musical Europe has already been introduced to ELGAR, and it can now make up its mind for itself as to whether or no it desires the introduction to lead to a closer acquaintance. There are, however, some half a dozen younger men deserving of formal presentation to the European public, some of whose talents are considered by many specialists, both in and out of Great Britain, to be at least equal to ELGAR'S. There is, for instance, VAUGHAN-WILLIAMS, whose two symphonies, the "Sea" symphony and the "London" symphony, are not only great English music but great music. His "Song Cycle," "On Wenlock Edge," is, moreover, very beautiful and well worth the consideration of a serious singer desirous of enlarging his repertoire. CYRIL SCOTT, too, whose piano concertos have been much praised, has written many charming songs of a rather lighter nature. So has JOHN IRELAND, the composer of an extremely important and original Sonata for violin and pianoforte. Indeed, Chamber Music is one of the most distinctive features of the modern British school, and the work in this field, of FRANK BRIDGE, a most accomplished and prolific composer, deserves the widest recognition. Another composer whose work will well repay attention is FREDERICK DELIUS. A master of orchestral colour and a regular virtuoso in original and beautiful harmonies, DELIUS has been called "The English Grieg"; and, indeed, there is some resemblance between the talents of the two men, though DELIUS' music, perhaps, is not quite so strongly "national" in flavour. "In a Summer Garden," "Brigg Fair," "A Dance Rhapsody" for orchestra, as well as two lovely concertos for violin and pianoforte respectively, may be cited as some of his most successful and typical compositions.

Catalogues are always wearisome and there is little to be gained by enumerating a long list of names, but it would, nevertheless, be unfair to pass over in silence men like BIX, a writer of beautiful but, unfortunately, rather difficult music for the orchestra; GOOSON, a talented disciple of STRAVINSKI and author of some very amusing piano pieces; HOLBROOK; BARTOCK; and VAN HOLST, who is thoroughly English in spite of his name. All these men have something to say and know how to say it. No one of them is great enough, perhaps, to compel universal admiration like a DEBUSSY or a STRAUSS, but few people will fail to find something to admire and even to love in the music of one or other of them. For the future of British music there could be no greater promise, because it is precisely out of conditions such as these that there arises sooner or later the towering genius who dramatises in himself, so to speak, the merits of a whole school.

One case (one death) of gastro-enteritis was reported in the Colony on Thursday.

Mr. P. P. J. Wodehouse returned to Hongkong yesterday on the s.s. Suwa Maru.

Lady Ho Tung and Mrs. M. K. Lo returned to Hongkong yesterday on the s.s. Yinchow.

Mr. and Mrs. G. H. Wakeman returned to the Colony yesterday on the s.s. Shinyo Maru.

The Netherlands Indian Government has declared Hongkong an infected port on account of plague.

For being in unlawful possession of 66 tacks of raw opium, a man was fined \$500 at the Magistracy yesterday.

The results of the Peak Stall raffles at last Saturday's M. C. L. Bazaar were as follows:—Lace tea-table cover, No. 11; lace tea-table centre, No. 12; hand-knitted woollen sweater, raffled by Mrs. Jackman, No. 12.

Mr. Philip Sergeant, who was editor of the *Daily Press* from 1906 to 1909, has done very well in the Chess International at Hastings, winning the minor tournament with the very fine score of 9½ out of 10. (One of his games was a draw). The winning game was short and sharp.

At the invitation of the Bishop the Rev. Father Antonio Henriques, Superior of the Jesuit Mission in Shuihing, will conduct a spiritual retreat for the Chinese priests of this Vicariate and will preach at the Cathedral during the Triduum on the evenings of the 24th, 25th, and 26th. The Triduum will commence at 5.30 every evening, and the sermons will be in Portuguese.

CANTON NEWS.

CANTON, October 22nd.

M.P.S. AND THE MILITARY GOVERNMENT.

A group of about 40 M.P.s have published a statement denouncing the Military Government and explaining the reasons why a "real Government" is needed.

It also denounces Shum Chun-huen, the Chief Administrative Director to the Military Government, for sending representatives to the Peking Government, and for obstructing the resumption of the Shanghai Conference by giving no instruction or power to the peace envoys, because he intends to conclude a separate peace with Peking. The M.P.s therefore urge the formation of a real Government as soon as possible, so that an honourable peace may be concluded.

REDUCTION OF THE TAX.

The Civil Governor has received a circular telegram from the Minister of Finance in Peking stating that, owing to the decrease in the exportation of China tea, it has been proposed to reduce the export tax on the product by one-half. The proposal has been approved by the Cabinet, and the reduction of the tax will date from October 10th in every province. The Civil Governor has notified the Commissioner of the Canton Customs and the tax merchants accordingly.

ALLEGED EMBEZZLEMENT OF SALT REVENUE.

Arising out of the change of the Superintendent of the Salt Revenue Bureau, serious disputes have arisen between the M.P.s and the members of the Military Government. The former have discovered that more than a million dollars have been embezzled from the salt revenue, since the bureau was taken over by the local Government. The M.P.s have made the matter public and demand that auditors be sent to check the accounts of the Salt Bureau.

In regard to the appointment of the new Superintendent to the Salt Revenue, Shum Chun-huen denies that he issued the change without the consent of the other authorities, and says that the appointment was permitted by the Tuchun, and he only received information on the subject shortly after the new Superintendent had assumed office. The Tuchun, at the request of the M.P.s, who demand immediate payment from the salt-revenue, has replied that they will be paid regularly and should not misapprehend the situation.

The salt merchants in Chiu-chow (near Swatow) have recently sued the Assistant Superintendent of the Salt Bureau in Chiu-chow for having levied an extra tax on salt exportations. It is stated that a great decrease in the salt-revenue will be found in proof of the loss of business suffered by the merchants.

A BIG PIRACY.

A very big piracy is reported to have taken place near the town of Lin-chow, on the North River, the other day. Some junks which were conveying goods from Canton and Fatsan to various ports on the North River were looted. The crews of these cargo boats were the pirates but were defeated and several of them were killed. All the junks were cleared of their contents, which are valued at more than a million dollars. The pirates took nearly the whole day to land the goods. It is the biggest piracy ever reported.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE WAR ON BOLSHEVISM.

RED FLAG AGAIN FLYING AT KRONSTADT.

HELSINGFORS, October 18th.

The Red Flag was again flying at Kronstadt this morning. The batteries at Krasnaja Gorka were active all night long.

CONFLICTING REPORTS.

LONDON, October 20th.

The news in regard to Petrograd and Kronstadt is very conflicting, being based chiefly on Yudenitch's communications and reports from Helsinki and from Stockholm, which are not considered too trustworthy.

The Russian Embassy in Paris announces definitely that, this morning, General Yudenitch occupied Petrograd, after the evacuation of the Red Army, but authoritative Russians in London do not anticipate the immediate fall of the city, and a Bolshevik wireless claims the recapture of Gatchina and Krasnoselo, after which the Soviet Army started a counter offensive "which promises brilliant results."

General Yudenitch's dash to Petrograd was probably carried out with light forces. He advanced very rapidly at the outset, covering 40 miles in two days. Therefore a halt was necessary to enable supplies to come up.

General Yudenitch's army is small for such an enterprise as an attack on the capital. It is advancing on a long front from Narva to Pskoff supported by Estonians and Letts on both flanks. Difficulties with these adherents have already developed.

Similarly, the rapidity of General Denikin's advance has not left his rear too secure against General Petlura's hostile Ukrainians.

A despatch from the Ukrainian Press Bureau to Copenhagen indeed claims that the Ukrainians have stopped General Denikin's offensive, also that many of the latter's troops have joined General Petlura and that this weakening of his anti-Bolshevik front resulted in the loss of Kiev.

Thus the Bolsheviks may not improbably be biding their time, or, in Kruger's phrase, waiting till the tortoise puts out its head to strike a blow, as was done successfully on previous occasions.

Military experts are now of the opinion that if General Yudenitch and General Denikin do not recover quickly, the fall of Petrograd and Moscow may not be expected before spring.

The extent of the fronts affected are indicated in a Bolshevik message, reporting fighting in the region of Lepel, 100 miles south-east of Dvinsk, also west of Kiefor, east and south-east of Voronezh and with Admiral Kolchak in Siberia, in the neighbourhood of Petropavlovsk, Kurgan and Tobolsk.

The fate of Kronstadt is still obscure. A Yudenitch communication yesterday claimed the capture of Krasnaja Gorka, while an authoritative British statement simultaneously issued from Helsinki denied that it had fallen to the British fleet.

A Bolshevik message, yesterday asserted that the British fleet operating against Kronstadt were repelled by the fire of the land batteries, yet the British Admiralty says it is not aware of British naval attacks on Kronstadt.

"INTELLIGENT ANTICIPATION"

LONDON, October 18th.

Naval and Military circles in London persist in considering the reports of the surrender of Kronstadt as merely intelligent anticipation, but admit that Petrograd is so closely invested that little short of a miracle will save the capital.

The capture of Gatchina and Krasnoselo are admitted by the Bolsheviks, while the War Office states that the Bolsheviks are co-operating with General Yudenitch are within four miles of Krasnaja Gorka, facing Kronstadt.

DENIKIN'S PROGRESS.

General Denikin, advancing on Moscow, has captured 20,000 prisoners in the past week, but he is not nearer Moscow since the capture of Orel, while he has still not recovered Kiev which a Bolshevik surprise attack captured on October 15th, and where, according to a Bolshevik bulletin, the Red troops are pursuing the enemy amid the burning suburbs.

BOLSHEVIKS TO DEFEND PETROGRAD TO THE LAST.

HELSINGFORS, October 20th.

It is now expected that Petrograd will be occupied before Kronstadt. General Yudenitch's troops have occupied the station at Ligovo, 13 miles from the capital, and have reached Putiloff, a railway junction in the suburbs.

In a communication, General Yudenitch claims that he has cut the railway between Petrograd and Moscow by blowing up a bridge over the Tosna river.

The Bolsheviks have concentrated 20,000 troops about Gdov on Lake Peipus and 10,000 near Petrograd. They are determined to resist to the last.

EARLIER CABLES.

FATE OF KRONSTADT AND PETROGRAD STILL UNCERTAIN.

LONDON, October 18th.

Reports of the fall of Kronstadt and Petrograd are still unconfirmed in London.

The bombardment of Krasnaja Gorka probably occasioned the Helsinki reports of the former, while the capture of Gatchina, Krasnoselo and Krasnaja Gorka leaves General Yudenitch's road to the capital no longer barred by fortresses.

Meanwhile the Letts are turning the tables on the Germans at Riga. They have captured, after a fierce battle, Dunaumunde and Balderon, and taken many prisoners and much booty.

Allied cruisers are participating in the operations. The Germans continue to bombard Riga.

Reuter's correspondent at Helsinki says that the Diet has formally refused to entertain the Bolshevik Peace offer.

LATEST CABLES.

INDIAN FRONTIER FIGHTING.

WANA WAZIRS CAUSE TROUBLE.

SIMLA, October 10th.

A gathering of Wana Wazirs, 300 strong, attacked a reconnoitring party between Manghi and Luni on October 5th. The casualties were 29 killed and missing, including one British officer. The enemy lost heavily. A column from Kaur Bridge, on October 6th, engaged the same party, then estimated at 600 strong, near Maghi, and first drove them back to the hills, but, later, apparently fell into an ambush. The column only reached Kaur Bridge after heavy fighting. The casualties are believed to be approximately 80 including two British and one Indian medical officers killed.

A fresh column with guns proceeded to Manghi on October 8th.

AVIATION.

AMERICAN TRANS-CONTINENTAL RACE.

MINNEAPOLIS, October 19th.

Lieutenant Maynard landed, to-day, from San Francisco—the first to accomplish the return trans-continental flight. Ten competitors have up to now been killed in this race, in which the winner covered 5,402 miles in 50 hours flying time.

THE FLIGHT TO AUSTRALIA.

PARIS, October 17th.

A Havas message says:—M. Poulet, the French aviator flying to Australia, reached Centocelle aerodrome at Rome, the end of the second stage of his flight, yesterday. His biplane is working well.

THE PACIFIC ISLANDS.

REPLACING OF GERMAN MISSIONARIES.

ROME, October 17th.

A Havas message says:—The Pope has granted an official sitting to Commodore Shinsio Yamamoto, in regard to the replacing of German missionaries in the Marianas, Carolines and Marshall Islands.

PRESIDENT POINCARÉ. NOT TO RETIRE FROM POLITICS.

PARIS, October 17th.

A Havas message says:—Replying to an address from the Bar-le-Duc Council, expressing the hope that after his term of office as President of the Republic he would again become Senator for the Meuse Department, President Poincaré wrote:—"Should an opportunity occur later for me again to represent the Department of the Meuse, which has suffered so terribly from the war, I shall certainly consider it my duty not to decline."

SERBIA.

MINISTERIAL CRISIS ENDED.

BELGRADE, October 19th.

The ministerial crisis is ended. The Dvedovitch Cabinet, whose resignation was cabled on September 14th, remains in office.

The Serbo-Croat-Slovene Peace Delegation, headed by M. Pasitch, has gone to Paris.

ASSOCIATION FOOTBALL.

ENGLAND SCORES ANOTHER VICTORY.

LONDON, October 19th.

England won the second victory international match against Wales by 3 goals to nil. The match was played at Stoke.

OBITUARY.

VISCOUNT ASTOR.

LONDON, October 19th.

The death is announced of Viscount Astor.

EARLIER CABLES.

INDIAN OVERSEAS ASSOCIATION.

INAUGURAL MEETING IN LONDON.

LONDON, October 18th.

An Indian Overseas Association has been formed with the object of maintaining the rights, privileges, and protection of interests of Indians residing outside India.

Lord Carmichael presided at the inaugural meeting, at which were also Lord Clyde, the Hon. William Ormsby-Gore, M.P., Colonel Wedgwood, M.P., and also Sir Krishna Gupta, Sir Mancherji Sowagree, and Messrs. Sastri, Chintamani, and Ramachandra Rao.

His Highness the Aga Khan was elected chairman of the Executive Committee, Mr. Bhownagree to the Deputy Chair and Mr. H. S. Polak as Honorary Secretary.

PRESIDENT WILSON'S CONDITION.

OPERATION NOT NECESSARY.

WASHINGTON, October 17th.

This evening President Wilson's condition is definitely improved. A prostatic operation will not be necessary.

FATE OF THE EX-TSAR.

AN AUTHENTIC ACCOUNT.

Reuter's Agency has received details of a report, drawn up by a French officer employed in an official French capacity in South Russia, giving what are stated to be the authentic circumstances of the Russian Tsar and his family. The report is based upon information supplied by one of the detachment of soldiers detailed to guard the "Dom Ipatieff," at Ekaterinburg, in which the Royal family was detained, under the orders of a Jewish Commissary named Jurovsky.

A little after midnight on July 17th, 1918, the Tsar, Empress Alexandrovna, the Tsarevitch, the Grand Duchesses Olga, Anastasia, and Tatiana and the Grand Duchess Xenia, with three servants, were taken into an underground room of the house. There was not even the formality of an examination or interrogatory. All the members of the party were perfectly calm, and the Emperor carried his son, who was unable to walk through illness, in his arms.

When all were assembled in the room, Jurovsky, with another Bolshevik leader and nine Lettish soldiers, threw them selves upon their victims and massacred them with revolver shots. The French officer's informant (his name is withheld for obvious reasons), who was on sentry duty in the street before the house, where he had been specially stationed by Jurovsky to note to what extent the noise of the murder was audible outside, immediately rushed down to the scene of the massacre, where he saw the eleven bodies lying in a jumbled mass on the floor, covered in blood.

Only the Tsarevitch was still alive, and one of the murderers finished him with a revolver shot at point-blank range.

FAR EASTERN CABLE NEWS.

(FROM OUR OWN CORRESPONDENT.)

WAR MINISTRY'S BUDGET REDUCED.

PEKING, October 21st.

The Budget of the War Ministry was discussed to-day in the House of Representatives. A reduction of twenty per cent. on the total expenditure was decided upon.

OUTER MONGOLIA'S AUTONOMY TO BE CANCELLED.

A movement has been inaugurated for the cancellation of the autonomy of Outer Mongolia, provided China undertakes the responsibility for all foreign loans contracted. The movement is expected to exercise a good impression on the Tibetans, who are disposed to independence.

"Little Hsu" leaves for Urga next week.

SUICIDE OF EUROPEAN POLICE-SERGEANT.

NO MOTIVE FOR THE DEED.

Some consternation was felt in Police circles, on Tuesday night, when the news was circulated that European Sergeant C. Robertson had shot himself fatally with a revolver.

It appears that the Sergeant was on duty in the afternoon, as usual, and did not seem to be depressed at all. He returned at about 5 p.m. to the No. 7 Police Station, where he was stationed, and, after marking himself off, went to the lavatory. Suddenly a revolver shot was heard, and when Inspector Macdonald went to the place he discovered that the door had been barred from inside.

It was forced open, and Sergeant Robertson was found lying fatally wounded, with a bullet wound through the right temple, penetrating the brain.

He was immediately removed to the Government Civil Hospital, where he died four hours after admission.

The Police are at a loss to account for the deed, as the "deceased" has left no letter behind which might give a clue to his motive, neither did he appear to be troubled. The Police believe that the deceased, who had been on a few days' leave in the New Territory, had suffered an attack of sunstroke, resulting in temporary mental derangement.

The deceased came from Scotland and was about 37 years of age. He counted a service of nearly five years in the Force. Two of these he spent on war service in France, only returning to the Colony about two months ago. He was unmarried.

FUNERAL.

The funeral took place, yesterday evening, at Happy Valley and was of a semi-military character. The gun-carriage—on which rested the coffin, covered with the Union Jack—was drawn by a number of Rifle Sergeants. Immediately behind followed the Hon. Mr. E. D. C. Wolfe, C.S.P., Mr. C. G. Perdue, A.S.P., Chief Inspector Kerr, and Inspectors Kent, Macdonald, Watt, Grant, Gordon, and Davitt. The European, Indian and Chinese members of the Force, and the detectives and warders brought up the rear of the procession. The funeral service was conducted by the Rev. J. Kirk Macdonachie.

Wreaths were sent by the Hon. Mr. E. D. C. Wolfe, Mr. C. G. Perdue, the No. 1 Police Station; Constables' Mess, Central; P.C.s' Mess, Water Police; Detective Staff; No. 2 Police Station; Police Mess; Detectives of No. 7 Police Station; Sergeants' Mess, Central Police Station; Yaumati Police Mess; European Force, Shaukiwan; Sergeants' Mess, Water Police; Interpreters of the No. 7 Police Station; No. 5 Station Mess; Inspectors of the Detective Staff; European Warders; Chinese Detectives; Sergeants' Mess, No. 7 Police Station; Chief Inspector Kerr, Inspector and Mrs. Gerrard; Inspector and Mrs. Angus; Inspector and Mrs. Gordon; Inspector and Mrs. Davitt; Inspector Macdonald; Inspector and Mrs. Kent; Sergeants Pitt, Ogg, Rawson and Marks.

An hundred thousand Americans and 3,800 Portuguese soldiers are said to have married Frenchwomen recently. If the proportion is the same for other Allied troops in France, about one soldier in 30 has taken home a French bride.

SPORT.

GOLF.

ROYAL HONGKONG GOLF CLUB.

A match in the semi-final round of the Championship of the Colony was played, yesterday, A. B. Stewart defeating Major Leslie Smith by 3 up.

The other semi-final match, between S. H. Dodwell and Lieut.-Col. Coles, will be played on Friday, and the final will be decided on Sunday.

LADIES' SECTION.

Entries for the Railway Cup (Ladies' singles handicap at Fanling) will close on Monday, November 10th, at Fanling and Happy Valley.

HOCKEY.

HONGKONG H.C. v. STAFF AND DEPARTMENTS.

The first hockey match of the season was played on the Military ground at Happy Valley last evening, when a strong eleven from the newly-formed Hongkong Hockey Club—which arose out of the ashes of the H.K.D.C. Hockey Club—beat the Staff and Departments team by the best goal in five. The condition of the ground was such that good play was impossible, the ball being sometimes almost hidden in the long grass. This will, of course, be remedied in time for the next game, and the result will be, no doubt, a faster and a more scientific exhibition.

Taken as a whole, the Club were the superior team, and would have won by a bigger margin but for the very persistent and determined defence of the Military halves and backs. The Club opened the scoring, A. K. Mackenzie sending in a hot drive from close quarters during a melee in front of the Military "etadel." This put the Military-men on their mettle, and their efforts were rewarded by a goal scored by Knight. Before half-time, Edmonds added a second goal for the Club, who were leading by two goals to one at the interval.

Play slowed down in the second half for a while, but only till Evans had scored a third goal for the Club from a goalkeeper's drive which gave the goalkeeper no chance. The Military renewed their efforts to score after this, and the Club's three backs (they played without a goalkeeper) had an anxious ten minutes. Knight all but scored again, while Horrocks, playing dashing, beat the Club defence more than once, but could not get the ball. About five minutes before the end of the game, Horrocks, by sheer hard play, scored a goal. The Club thus won by three goals to two.

The Club team contained some players who have much more than a workable knowledge of the game, though they still have to be seen on a fast ground. Raiton was undoubtedly the best of the three backs, for he showed excellent judgment in intercepting passes, in stemming the incursions of the opposing forwards, and in driving as powerfully as the ground would allow. Mitchell, played a very consistent game at centre-half, and led his forwards well. The Club forwards showed good combination, though at times Edmonds and Mackenzie were inclined to pass erratically. Evans was the best forward on the field. Wood did not have very much to do, for Edmonds went the ball always to Evans at Wood's expense.

A feature of the Military team's play was the excellent tackling of Bundle and Scouler, who time after time stopped the advance of the Club five in the pluckiest manner. Scouler, indeed, proved an adept at robbing his opponents of the ball. The halves were mediocre, doing much of their work by blocking their opponents and driving out. Horrocks and Knight were the pick of the front string.

The troops were as follows:—Staff and Departments: Cpl. Glenney, R.A.S.C., Capt. Bundle, C.F., Sgt. Scouler, A.P.C., S. M. Gallagher, L/Cpl. Knight, R.A.S.C., L/Cpl. Kirby, R.A.M.C., Cpl. Horrocks, R.A.M.C., Sgt. Connor, R.A.O.C., Ptes. Rhodes and Filmer, R.A.M.C.

Hongkong Hockey Club: F. Scarborough, C. H. Hickling, W. W. Mackenzie, M. L. Raiton, E. J. R. Mitchell, G. H. Piercy, C. Hodgson, A. E. Wood, W. H. Edmonds, B. D. Evans (Capt.), and A. K. Mackenzie.

CRICKET.

CIVIL SERVICE v. INDIAN R.C.

The undermentioned team will represent the Civil Service C.C. in a League match against the Indian Recreation Club on the Civil Service ground on Saturday at 2.15 p.m.:—

Hon. Mr. C. Severn (capt.), R. O. Hutchison, Dr. Smalley, W. A. E. Wood, F. J. Ling, B. W. Bradbury, R. C. Witzell, H. E. Strange, J. S. Fletcher, G. H. Piercy and W. H. Edmonds.

C.R.C. 2nd XI. v. K.C.C.

The following will represent C.R.C. 2nd XI. against K.C.C. at Kowloon, at 2.15 p.m. on Saturday:—Wan In Shing, Chan Hin Lee, Lo Man Pan, Lee Man Kwong, Lai Kuen, Hung Man Chin, Sun Kwok, Leung, Cheung Wing Kiu, Woo Pak Fuk, C. F. Lee and Wong Po Keung.

FOOTBALL.

HONGKONG F.C. v. POLICE.

The following will represent the Hongkong Club in a friendly game with the Police on Saturday (kick-off, 4.30 p.m.) on the Club ground:—Roder, Raiton and Carriere, Raiton, Stewart and MacPhail, Knight, Pasco, Reichelman, McTavish (Capt.) and Roder.

NOT RUINED BY THE WAR! U.S. EXPERT'S CHEERY VIEWS ON EUROPE.

"In war or in peace, the world, taken as a whole, pays its bills in full every night it goes to bed, and it must continue to do so until it establishes communication with the Man in the Moon and imports green cheese on credit."

At a moment when Europe is generally believed to be well advanced on the Road to Ruin, this cheery message may prove a valuable antidote to the prevailing pessimism—and all the more so as it comes from no less an authority than Mr. Oscar T. Crosby, president of the Inter-Allied Council on War Purchases and Finance, and Assistant Secretary of the U.S. Treasury during the war period, and a resident in Europe from 1917 to 1919.

Mr. Crosby bases his conviction that Europe has not been crushed by the war on the facts that peace finds the world with—

A larger production plant (including agriculture) than it had in 1914, and probably having a value greater than its losses.

A supply of labour possibly more efficient than, and almost as numerous as, it had in 1914.

Resources in raw materials sufficient for the present needs of the victors. No considerable losses, excepting merchant ships destroyed, the wear and tear on railroads, and the devastation wrought in battle areas.

Mountains of metal and other materials have been shot away in the war, it is true, says Mr. Crosby in the New York World, "but they were dug up and prepared for that very purpose. Shooting them away has impaired what may be called our undeveloped plant accounts—chipped something off the far end of our stick of candy—but that is a loss we shall feel till we get to that far end, if ever."

On the other hand, each of the principal belligerent nations has vastly increased its mechanical capacity for production.

England's biggest loss is that of merchant ships, while her power to replace those ships is so much increased that the loss will soon be more than made good. Her railroads, like those of every other country, have suffered a lot of wear and tear, but the larger part of a railroad's value is its road bed; and all road beds are substantially intact. England's soil and mineral deposits have not been seriously depleted by the war, while her skill in exploiting them has been increased. She is embarrassed by unusual labour demands, but wide publicity of discussion is slowly revealing the necessary limits of change in former conditions.

The case of France is much the same, while Germany is "well off except as to her merchant marine, which has not been lost to the world, but transferred to others. Her industrial plants are intact."

THE WORLD'S FOOD.

Mr. Crosby also has something interesting to say about the world's food situation:—"What the world produces in food it consumes every year, no matter whether there is peace or war. The nations did not prepare for war by storing up food for the worms to devour. Food is perishable. Atkinson lived during the war on what it raised during the war. It will do the same this year and next. There is a hard pinch in some places at present, as there has been many times before; but the crops now being harvested will take us over the peak of privation."

Speaking of the financial situation, this expert takes the view that paper debts and currency tangles are quite distinct from real resources and resourcefulness, and in this connection Mr. Crosby tells a story with a moral of a conversation he had never seen a white man before:—"The only civilized commodity they possessed was a Chinese gong, which they used to amuse the villagers from the forest. Sometimes they would kill a wild pig in the woods."

"How much is a pig worth?" I asked.

"A gong," they answered.

"How much is a gong worth?" I insisted.

"A pig," they replied.

"So we must not be confused by money and the state of national finance," says Mr. Crosby. "So long as people have pigs to trade for gongs or pig-iron or smoked herring they are secure. Europe not only has such things to barter, but has learned how to produce them in greater quantities than ever."—M.E.

AEROPLANE FLIGHT TO AUSTRALIA.

A British aeroplane was to have left London on September 8th, en route to Australia. The airman ex-Flight Commander H. A. Rigby, Royal Air Force, and his assistant, Mr. R. J. E. Bryce. The flight is an official effort, under the auspices of the Air Ministry and the Admiralty, and is no doubt being carried out with a view to "blazing the trail" for the competitors in the contest open to Australian airmen for a prize offered by the Commonwealth Government for a flight from Britain to Australia.

The provisional route, from London is by the following stopping places:—Dien, Turin, Rome, Otranto, Athens, Alexandria, Damascus, Baghdad, Bushire, Bandar Abbas, Gwadar, Karachi, Ajmir, Allahabad, Calcutta, Akrah (Burma).

Range to:—
Mergui (250 miles) or
Penang (340 ") or
Singapore (350 ")
Batavia (500 ")
Banjawanis (550 ")
Kupang (Timor) (650 ")
Port Darwin (540 ")

It may be mentioned that three entries had been received for the Commonwealth Government's prize, the machines being a Martinsyde-Bleeker, a Sopwith "Dove," and a Blackburn Rollo-Royce "Kangaroo" biplane. This competition will likely commence soon after the test flight is completed.

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The illustration shows a man in a hat and work clothes using a tool to work with a wire fence. In the background, there is a house and a barn, suggesting a farm or rural setting.

beyond our income? I have to say that from experience and from the fact that Departmental Committees or Cabinet Committees or even Prime Ministers are no use in such an extremity. You must turn out the whole spendthrift crew—neck and crop—who are responsible for this ruinous waste of money. You must be ruthless. Members of the Government! Shoot the lot! Those fearful souls who always shudder to "Shoot at sight" and to "Think in oceans" must take courage. We are wasting money on half the Navy because it is obsolete already by the immense development of big, fast ships and big guns. The *Invincible* class of battle ships are more horse-power than the *Lusitania*, and the public saw recently in the Thames the monster, 18in. Navy gun used in the war, and the 20in. gun was ready to be built when I left the Admiralty on May 22nd., 1913, so half the Navy wants scrapping and the other half is so badly used that it is new only because of the internal combustion engine and oil!

"Let us all pray that Sir William Watson (our great poet) will not appeal in vain to his countrymen, in his wonderful poem 'The Doom,' to retrench! If that nation don't sack the spendthrifts, 'This is the day of crumbling not fast off!'"

A seaplane operating off Lowestoft sighted a submarine on May 20th, 1917, and at once chased and attacked it. Bombs were dropped, two of which struck the submarine and she was observed to sink. This was the *U-36*, with a crew of 25, none of whom survived. £125 awarded.

Whilst cruising in the North Sea on July 19th. last year H.M.S. *Garry* encountered the *U-110*. The commander put his helm over, rammed the submarine and, after a brief struggle, secured her amidships, and repeated the successful manoeuvre. The enemy vessel was ripped open and sank. Out of a crew of 36 none survived. £180 awarded.

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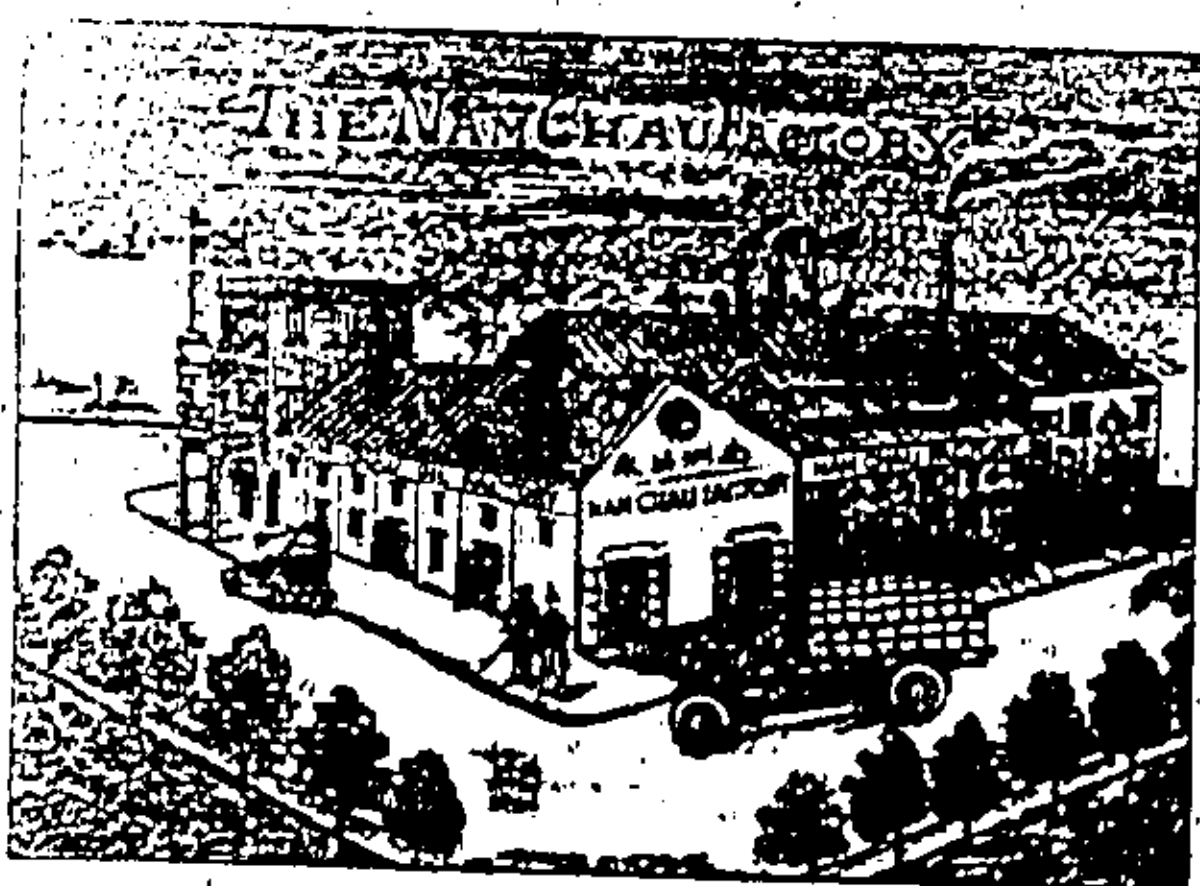
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THE MENACE TO THE WORKERS.

THE LABOUR MINISTER ON RANCOUR AND ILL-WILL.

Mr. G. N. Barnes, the Labour member of the Cabinet, spoke very frankly on September 1st, regarding the new menace which confronts organised labour in Great Britain. Presiding at the International Conference on Labour and Religion, at Browning Hall, when the subject for discussion was "perils to the workers from materialism," he said that never in the history of the world had there been a more striking illustration of the dangers of materialism than during the last few years, but the country had proved that there was something in mankind that could not be bludgeoned, something that guns could not kill. Even organised religion, however, had to some extent become an echo of individualistic teaching, and the Churches had lost their power, or otherwise how could they have tolerated a condition of things which was so obviously leading to a catastrophe? The war had scarcely begun when profiteers saw in it a chance of material gain. Fabulous fortunes had been amassed by individuals out of the materialistic scramble. He was sorry to see even now a more menacing, accustomed now to a struggle of organisation instead of individuals, and that struggle, unless it was well guided, might be even more harmful because more far-reaching in its results.

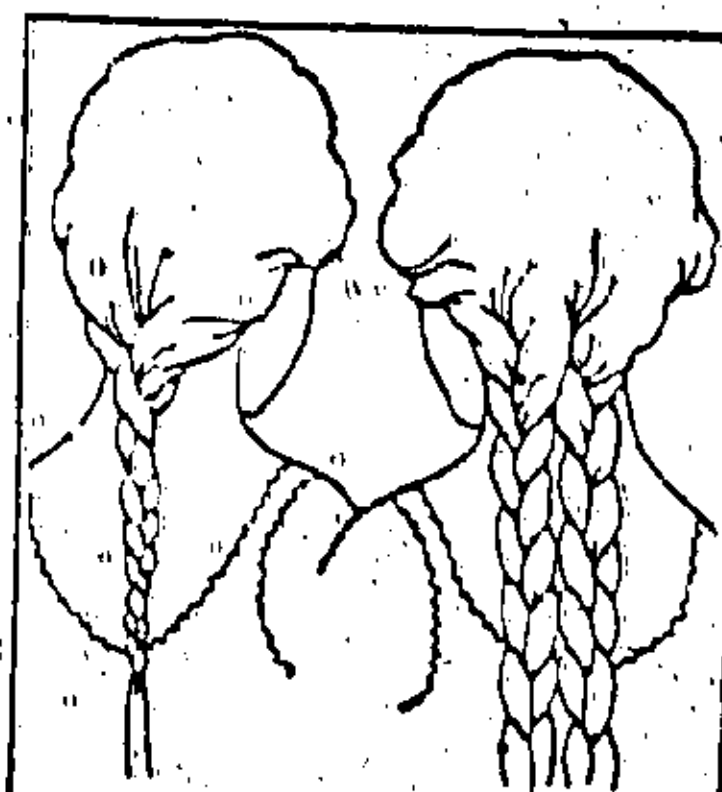
This is an age of organisation," said Mr. Barnes. "If it is rightly used, the results ought to contribute to the common good and equalise the chances of life. But if organisation be lopsided or controlled by those who are animated only by materialistic considerations, then it may get a stranglehold on the community. Some organisations, he added, were getting under the control of those who had little idea of reciprocal service. Mr. Barnes went on to speak of the leaders of Labour, some of whom, he said, had been to Oxford or Cambridge or some other place where they went through the mill of academic training, and thought themselves superior persons, and posed before the world of Labour as guides, philosophers, and friends to people who had often got more sense than the guides and philosophers themselves. This, he was afraid, was having a bad effect on simple-minded workers. The workshop was becoming quite a different place from what it used to be. The best time of his life was spent in the workshop. He had worked for greater leisure and a greater share of the world's goods for the workmen, and there was a joy and satisfaction in working for these things, but he never believed that the materialistic doctrines of rancour and ill-will would put things right. But that was what was now believed by an increasing number. He would not blame the workman, considering the conditions in which he lived, and who too often jumped to the conclusion that life was all prizes for the lazy and blanks for the industrious. All this was inevitable unless there was helpful and mutual contact between the workmen and other classes.

LOOKING TO HIGHER THINGS.

Yet, with it all, the workman felt that there was something in life which wealth and possessions could not give him. He felt that eating and drinking and living in fine houses was not the end of all things. He was right. They were only the beginning of things. He wanted his fill, but after that companionship and co-operation, such as to satisfy that something in our nature which was in all of us and ought to be the best of us. Many regarded the Labour problem, Mr. Barnes proceeded, almost exclusively in terms of bread and butter—as a wages and stomach question. It was nothing of the kind. It was a religious question of man's proper place as man and not merely as a wage-earner. Common sense was asserting itself over the materialistic forces that had been gathering during the last few years. He had seen improvement during the last few months.

Six or eight months ago he was a little alarmed by a feeling on waking up in the morning that anything might happen during the day. But he thought we had now got over the worst. We have now to rally all the forces making in the direction, not only of combating materialistic forces, but of rallying all the forces which were disposed to lift life and labour to a higher plane of living. Mr. Herbert F. Stend, warden of the Browning Settlement and organiser of the conference, said that he did not wish it to give the impression that the working-classes were more materialistic than other classes. Their joy and hope had been that the workers were exempt from the curse of materialism that had been the moral ruin of the upper and middle classes. The idealistic classes in the world to-day were the working-classes, who were the pioneers of international unity when others had scoffed at internationalism. Old Labour leaders who had borne the heat and burden of the day had told him in tones of deep sorrow that they found in many of the younger workers of to-day a very different spirit from that which prevailed when they set out for better conditions. They found among the younger workers, a greed of gain utterly irrespective of the welfare of their own class and still less of the community, and that there was a profiteering spirit abroad never known in earlier times. They had told him with tears in their eyes that the workers of to-day were too largely influenced by the desire to get as much as they could and to give as little as they could, and the tragedy of it was that they regarded that as happiness.

Mr. Cape, M.P., said they would never get a higher spiritual life among the workers unless the latter felt that they were not being exploited for the benefit of capitalist employers.

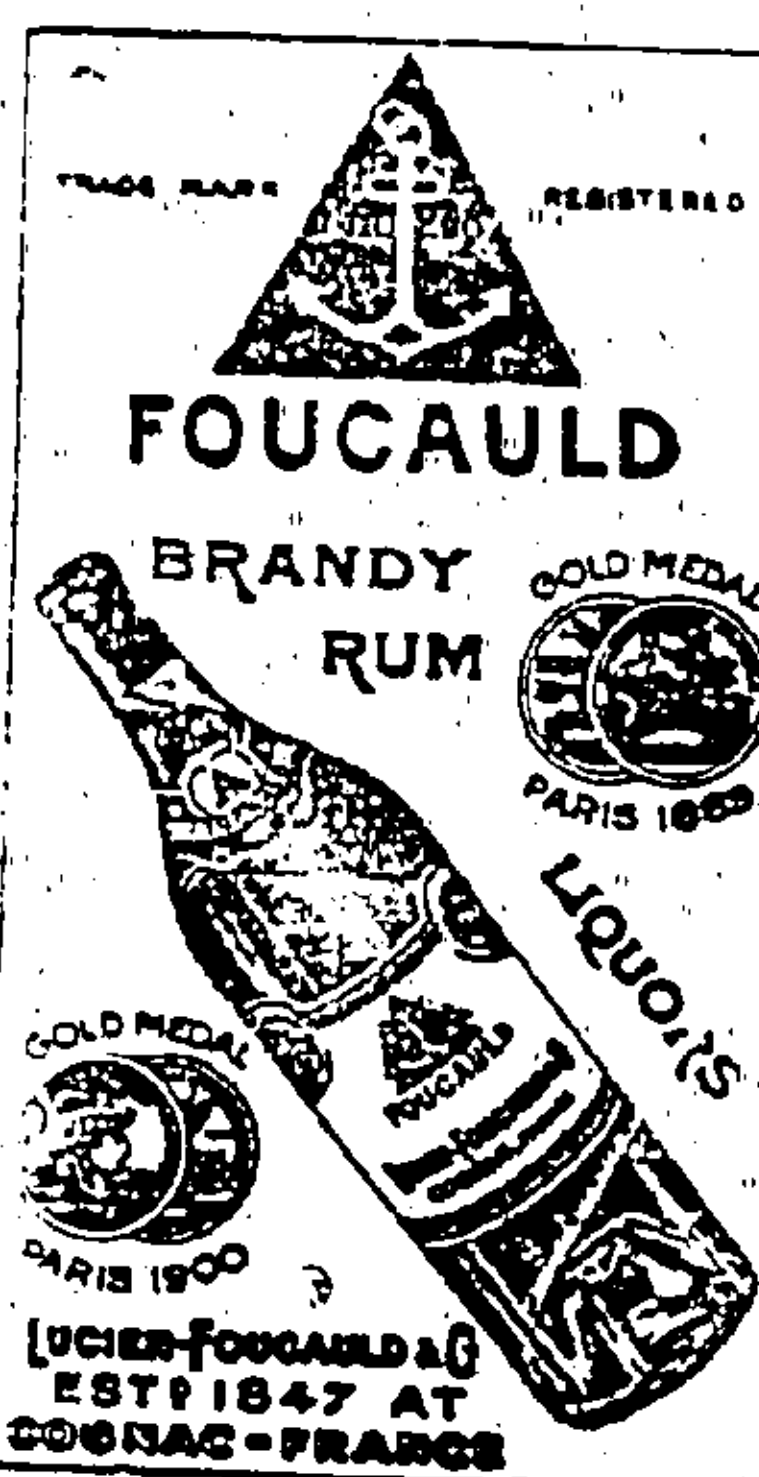


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[31-13]



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Parcels will be received at the Office until 12 Noon the day before sailing. The contents and value of all packages are required. For further particulars, sailing dates, etc. Apply to—

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THORNYCROFT

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Manager for China.

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THERE is a greater demand than ever for the 'Allenburg's' Foods, both at home and abroad, which existing conditions render it possible only partially to meet. Government restrictions of exports, scarcity of material and shortage of shipping accommodation are difficulties that cannot be altogether surmounted until hostilities cease. Supplies will be increased as soon as possible, and in the meantime we would claim the indulgence of consumers of the 'Allenburg's' Foods for any inconvenience experienced by them.

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PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following "U.S. Shipping Board" Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

Ship	Departure	Arrival
"ICONIUM"	...	About Oct. 29th.
"SEATTLE SPIRIT"	...	About Nov. 10th.
"WHEATLAND"	...	About Nov. 11th.
"ENDICOTT"	...	About Nov. 17th.
"ELKTON"	...	About Nov. 19th.
"WESTERN KNIGHT"	...	About Dec. 7th.
"ELDRIDGE"	...	About Dec. 10th.
"EDMORE"	...	About Dec. 22th.

For PORTLAND direct.

Ship	Departure	Arrival
"WEST HARTLAND"	...	About Nov. 10th.
"WABAN"	...	About Nov. 15th.
"NISHMAHA"	...	About Dec. 11th.

For Freight and Particulars apply to
THE ADMIRAL LINE.
Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

SHIPPING NEWS

ARRIVALS.

October 21st.
Hop Sang, British str., 1,356 tons, Capt. Ferguson, from Whampoa, with ballast. J. M. & Co.
Yungo Maru, Japanese str., 2,937 tons, Capt. Tara, from Singapore, with ballast. Suzuki & Co.

October 22nd.
Durrumbidgee, British str., 1,356 tons, Capt. Watson, from Canton, with ballast. Dodwell & Co.
Hama, French str., 377 tons, Capt. Morvan, from Haiphong and Hoihow, with a general cargo. Lapique.
Japan, British str., 2,003 tons, Captain Munro, from Moji, with a general cargo. P. & O.

Katsunuma Maru, Japanese str., 1,024 tons, Capt. Yamamoto, from Keelung, with a cargo of coal. M.B.K.
Kwan-yee, British str., 1,225 tons, Capt. Shearer, from Hongkong, with a cargo of coal. B. & S.
Quinnaburg, American str., 997 tons, Capt. Medina, from Swatow, with a general cargo. D. L. & Co.

Rheina, British str., 1,200 tons, Captain Wilkinson, from Liverpool, which port she left on September 15th, with a general cargo. B. & S.

Shingo Maru, Japanese str., 6,387 tons, Capt. Nagano, from Manila, with a general cargo. T.K.K.

Sonny, British str., 1,750 tons, Capt. Benson, from Canton, with a general cargo. B. & S.

Sushu Maru, Japanese str., 1,006 tons, Capt. Toyota, from Canton, with a general cargo. O.S.K.

Suwa Maru, Japanese str., 10,927 tons, Capt. Shimidzu, from Manila, with a general cargo. N.Y.K.
Tafuku Maru, Japanese str., 212 tons, Captain Tafuku-shiyo, from Keelung, with a cargo of coal. Yamato.
Triopon, Dutch str., 1,065 tons, Captain van der Wahl, from Batavia, with a cargo of bulk oil. A. P. Co.

Yingchow, British str., 1,310 tons, Capt. Simons, from Tsingtau, with a general cargo. B. & S.

CLEARANCES.

October 21st.
Fou Shing, for Haiphong.
Hsin Tai, for Canton.
Nam Kung, for Haiphong.
Nam Wan, for Hoihow.
Shantung, for Shanghai.

October 22nd.
Barranbert, for Ching Wan Tai.
Gregory Apsar, for Kobe.
Hsin Tai, for Foochow.
Hsin Tai, for Batavia.
Kueichow, for Tientsin.
Shuncheong, for Kwong Chow Wan.
Suntsi, for Saigon.
Stanley Dollar, for Manila.

Taishan, for Canton.
Yungo Maru, for Shanghai.
Yingchow, for Canton.
Yuching Maru, for Ching Wan Tai.

PASSENGERS.

ARRIVALS.

Per s.s. Suwa Maru, on October 22nd: Miss E. B. Martin, Miss F. E. Meehan, Mrs. A. Hopwar, Miss R. Hopwar, Mrs. E. E. Smith, Mr. H. M. Hooker, Mr. R. de Kat, Mr. A. Button, Mr. and Mrs. I. Frost, Mr. and Mrs. S. Miner, Rev. and Mrs. C. Marquiss, Rev. and Mrs. J. Weeks, Mr. and Mrs. N. L. Raiton, Mr. R. Henslop, Mr. W. Patton, Mr. P. J. Wodhouse, Mr. W. E. Winter, Mr. L. Fernandez, Mr. O. E. Bruynoghe, Mr. and Mrs. V. Baptista, Mr. M. Mendia, Mr. M. Resurrection.

Per s.s. Shingo Maru, on October 22nd: Mrs. E. T. Burke, Rev. and Mrs. H. C. Bower, Miss L. C. Baldwin, Mrs. C. H. Baker, Miss H. Boice, Miss R. Clark, Miss E. Clapp, Miss R. Clifford, Mr. W. E. Cooper, Mr. P. V. Corpus, Captain C. L. Clifford, Mrs. C. L. Christianson, Mr. M. Duff, Mr. F. Ellis, Mrs. R. L. Elington, Mr. W. J. L. Ford, Mrs. F. C. Featherston, Lieut. and Mrs. A. Ferraz, Mrs. J. C. Griggs, Miss Eleanor Griggs, Mr. D. S. Gray, Mrs. C. Gulick, Miss L. Hopkins, Dr. and Mrs. C. H. Hollenah, Miss J. Huggins, Mr. and Mrs. E. A. Hodges, Capt. G. L. Holmes, Mr. R. B. Howell, Mr. and Mrs. A. C. Henshaw, Mr. E. A. Heise, Mr. E. B. Jeyner, Capt. and Mrs. A. Jenkins, Mr. and Mrs. A. M. Jacob, Mr. and Mrs. E. W. Koeppe, Miss L. Knapp, Mrs. E. Linn, Mr. N. Lonks, Miss A. Lusk, Mr. N. M. Mobin, Miss A. McEwen, Mrs. N. Montgomery, Mrs. S. R. Moran, Mr. J. Mitchell, Dr. E. May, Mrs. M. Mercado, Mr. A. Mueggs, Mr. and Mrs. J. M. Noronha, Mrs. M. de Neves, Miss L. de Neves, Mrs. E. W. Pendleton, Mrs. J. O. Pleck, Miss L. Puissengur, Mr. and Mrs. B. F. Perkins, Miss H. Roberts, Lieut. and Mrs. E. C. Rogers, Mr. F. M. Sowers, Mrs. F. E. Skinner, Mr. and Mrs. H. B. Smith, Judge G. W. Sommerville and Mrs. Sommerville, Miss B. Wachob, Mr. and Mrs. J. C. Worley, Mrs. T. White, Mr. and Mrs. G. H. Wakeman, Mr. H. S. Yates, and The Hon. T. R. Yanco.

SHIPPING MOVEMENTS.

The s.s. *Endorah* sailed from Yokohama for Honolulu on the 17th inst.
Cable advice has been received that the s.s. *Chunghai* sailed from Yokohama for Kobe, Shanghai, Manila and Hongkong on the 18th inst.
The R.M.S. *Empress of Japan* left Shanghai on October 21st, and is due at Hongkong at daylight on October 24th.
The N.Y.K. s.s. *Tama Maru* (Calcutta line), left Singapore on October 21st, and is expected here on October 29th.

P. & O.-BRITISH INDIA & APCAR LINES

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STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINZESSIN"	29th Oct.	1st Dec.	10th Dec.
"KHIVA"	1st Nov.	3rd Dec.	12th Dec.
"NOVARA"	7th Dec.	8th Jan.	17th Jan.

For BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Calcutta about
"DUNERA"	12th Nov.	29th Nov.

For CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"JAPAN"	24th Oct. at 1 p.m.	15th Nov.

For SHANGHAI, MOJI, KOBE, etc.

S.S.	Leave Hongkong about	Due Yokohama about
"GREGORY APCAR"	23rd Oct. 8 a.m.	31st Oct. (Kobe)
"DUNERA"	28th Oct. at 10 a.m.	29th Oct. (Shanghai Weihaiwei)
"NOVARA"	7th Nov.	21st Nov.

WIRELESS ON ALL STEAMERS.

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REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	30th Oct.	2nd Nov. Noon.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Traveling.

A duly qualified Surgeon and Stewardess are carried on each vessel.

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AND

AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong.

"EURYMEDON"	... via Panama ...	30th Oct.
"EURYCLOCHUS"	... via Panama ...	30th Nov.
"CITY OF NEWCASTLE"	... via Suez ...	30th Nov.
"KNIGHT TEMPLAR"	... via Panama ...	22nd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
KOBE via Moji & Yokohama	"FOOKSANG"	Wed., 23rd Oct., 5 p.m.
MANILA	"YUENSANG"	Fri., 24th Oct., 3 p.m.
BANDARAN	"HINSANG"	Sat., 25th Oct., Noon.
SHANGHAI	"WOSANG"	Sun., 26th Oct., 11 a.m.
NEWCHANG & DALNY	"FUNGSHING"	Tues., 28th Oct., 2 p.m.
TIKETSIN via Weihaiwei and Chefoo	"CHIPSING"	Tues., 28th Oct., 3 p.m.
STRAITS & CALCUTTA	"KINSANG"	Tues., 28th Oct., 3 p.m.
MANILA	"LOONGSANG"	Fri., 31st Oct., 3 p.m.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.
Returning from Calcutta, Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

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Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TRIESTE LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS ALL European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

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(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

STEAMERS	HONGKONG	VANCOUVER
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 12	Dec. 3
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Jan. 7	Jan. 28
Monteagle	Jan. 3	Jan. 27
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Mar. 3	Mar. 24
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	Apr. 28	May 19
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 23	July 14
Empress of Russia	July 1	July 19

Passage Rates Hongkong to United Kingdom.

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THE M/S "KONG NING" (Captain Goings) will leave the Sai Kong Wharf (Connaught Road-West) for WUHOW via West River Ports on October 28th.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and and is complete with every modern convenience.

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GLEN AND SHIRE

Joint Service of Steamers.

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Vessel	OUTWARDS.	Due Hongkong
"CARMARTHENSIRE"	...	31st Oct.
"GLENLYLE"	...	4th Nov.
"GLENAPP"	...	18th Nov.

Vessel	HOMEWARDS.	Discharges
"GLENADE"	15th November ...	GENOA & LONDON
"CARMARTHENSIRE"	30th November ...	LONDON & ROTTERDAM
"CARDIGANSIRE"	23rd November ...	GENOA & LONDON
"CARMARTHENSIRE"	4th December ...	LONDON & ANTWERP

Movements are subject to change without notice.

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AGENTS: The Glen Line, Ltd.

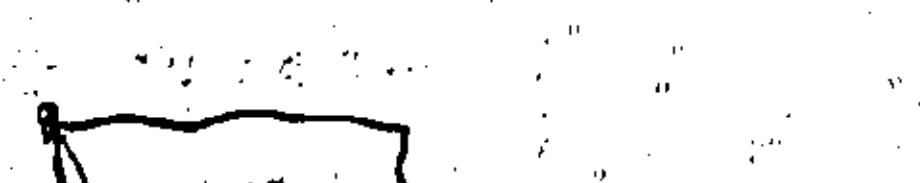
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CAPITAL PAID-UP.....Y20,000,000

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Vice-President: Mr. K. MATSUOKATA

Managing Director: Mr. MASAYA ASE

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NEW CARGO STEAMERS

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Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

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will be despatched on November 11th, to,

PENANG AND BELAWAN DELI.

This vessel offers excellent cabin accommodation for saloon passengers.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipments at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

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THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To	Sail
SWATOW & SHANGHAI	"SUNNING"	On 23rd Oct.	10 A.M.
SWATOW & SINGAPORE	"CHINHUA"	On 24th Oct.	10 P.M.
SHANGHAI & SINGAPORE	"YINGCHOW"	On 25th Oct.	4 P.M.
MANILA, CEBU & ILOILO	"TAMING"	On 27th Oct.	3 P.M.
SWATOW & BANGKOK	"LIANGCHOW"	On 28th Oct.	10 A.M.
SHANGHAI	"SUIYANG"	On 28th Oct.	Noon.
HONGKONG, PAKHOI and HOIPOH	"KAIFONG"	On 30th Oct.	10 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Ningbo, (weekly) taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

"QUINNEBAUG"	Capt. J. Medina	FRIDAY	24th Oct. at Noon.
"HAIHONG"	Capt. J. W. Evans	TUESDAY	28th Oct. at 1 P.M.
"HAITAN"	Capt. A. H. Stewart	FRIDAY	31st Oct. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS.

"ECUADOR," "VENEZUELA" and "COLOMBIA."

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

Sailings from Hongkong at Noon.

S.S. "COLOMBIA"	Nov. 5th, 1919.
S.S. "VENEZUELA"	Dec. 2nd, 1919.
S.S. "ECUADOR"	Dec. 31st, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cabin, and the attendance on passengers cannot be overestimated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, literature, schedules, etc., apply to

Telephone 41. (MANY'S OFFICE) in Alexander Building, Queen Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
PRINZESSIN	29th October	1st Dec.	10th Dec.
KEIVA	1st November	3rd Dec.	12th Dec.
NOVARA	7th Dec.	8th Jan.	17th Jan.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	15th Nov.	29th Nov.

FOR

CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong (about)	Due Calcutta about
JAPAN	24th Oct. at 1 P.M.	15th Nov.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
GREGORY APCAR	23rd Oct. 6 A.M.	31st Oct. (Kobe)
DUNERA	29th Oct. at 10 A.M.	29th Oct. (Shanghai)
NOVARA	7th Nov.	1st Nov.

Tickets Interchangeable. P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company. 1st Saloon Passengers may travel by B.I.C.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge. Steamers and sailing dates are liable to be cancelled or altered without notice. Parcels measuring not more than 6 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. Gordon & Loebman, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to MAACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU (omitting Manila)	Saturday, 1st Nov., at 11 A.M.
KASHIMA MARU	Saturday, 22nd Nov., at 11 A.M.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAGA MARU	Friday, 31st Oct., at Noon.
YOKOHAMA MARU	Friday, 14th Nov., at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Saturday, 25th Oct., at 11 A.M.
AKI MARU	Wednesday, 19th November.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU	Middle of November.
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SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU	End of October.
YAMAGATA MARU	Beginning of November.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU	Sunday, 2nd Nov.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 22nd Nov., at 11 A.M.
NIKKO MARU	Saturday, 24th Dec., at 11 A.M.

SHANGHAI, KOBE & YOKOHAMA.

TOSAN MARU	Monday, 17th October.
TAMA MARU	Thursday, 30th October.
KAWACHI MARU	Friday, 21st October.
MISHIMA MARU	Wednesday, 6th Nov., at 11 A.M.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam etc.)

DELAGOA MARU (London, Antwerp & Rotterdam)	Saturday, 25th October.
TOYOOKA MARU (Marseilles & Liverpool)	Thursday, 30th October.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 291 & 292. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	21,000	Oct. 29th
PERSIA MARU	9,000	Nov. 14th
KOREA MARU	20,000	Nov. 28th
SIBERIA MARU	20,000	Nov. 28th (from Kobe)
NIFFON MARU	11,000	Dec. 6th
TENYO MARU	22,000	Dec. 18

* omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA, and IQUIQUE.

THENCE, BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th
KIYO MARU	17,300	Jan. 8th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SPHINX" ... 20,000	On or about 23rd Oct.
	"ANDRE LEON" ... 20,000	On or about 17th Nov.

MARSEILLES via HAIKONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID	"PAUL LECAT" ... 20,000	On or about 2nd Nov.
SHANGHAI	"SCHARNHORST" ...	On or about 30th Nov.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

TELEPHONE 740.

J. TOURNET,
Acting Agent,
Queen's Building.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELESTES MARU"	Saturday 8th November.
"ALPS MARU"	[End of November.]

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU"	Monday, 17th November.
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BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU"	Tuesday, 4th November.
"SAIGON MARU"	Beginning of November.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU"	Saturday, 1st November.
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SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"MADRAS MARU"	Middle of November.
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU"	Thursday, 13th November.
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JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSEU MARU"	Friday, 24th Oct., at 9 A.M.
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For KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU"	Sunday, 26th Oct., at 10 A.M.
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For sailing dates and further particulars, please apply to—

Te. No. 744 and 745.

Y. YASUDA,
Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING"	Nov. 4th.
"CHINA"	Nov. 22nd.
"NILE"	Dec. 27th.

[An unsurpassed high-class passenger service.]

Prince's Buildings.

O. H. BUTTER, Freight and Passenger Agent,
100 House Street.

Tel. 1913

